

SEVERAL SHORE ARRIVALS REPORTED

**SMALL AMOUNT OF FISH LANDED
AT THIS PORT DURING
FORENOON.**

After a lull in receipts since Saturday, some of the smaller shore boats ventured out yesterday and this morning landed fares ranging from 1000 pounds up to 5000 pounds. This is the first arrival of fish to amount to anything since last Friday, the fleet remaining in port on account of the weather. Four of the gill netters lifted yesterday, their total catch being 4100 pounds.

Gloucester Arrivals and Receipts.

The arrivals and fares in detail:

Boat St. Providence, dragging, 5000 lbs. fresh fish.
Boat Grace A., trawling, 1200 lbs. fresh fish.
Boat Victoria, trawling, 1000 lbs. fresh fish.
Boat Mariana, trawling, 1800 lbs. fresh fish.
Boat 4188, trawling, 1200 lbs. fresh fish.
Boat 1139 C., trawling, 1000 lbs. fresh fish.
Boat 734C, trawling, 1000 lbs. fresh fish.
Boat Alicia, gill netting, 600 lbs. fresh fish.
Boat Phyllis A., gill netting, 500 lbs. fresh fish.
Boat Lucretia, gill netting, 1000 lbs. fresh fish.
Boat Liboria C., gill netting, 2000 lbs. fresh fish.
Sch. Dorothy M., shore, 2700 lbs. fresh fish.
Boat Sam and Priscilla, dragging, 2500 lbs. fresh fish.
Sch. Evelyn G. Sears, shore.
Sch. William L. Putnam, via Boston.
Sch. Governor Fuller, via Boston.
Sch. Amelia M. Pereira, via Boston.
Sch. A. Platt Andrew, via Boston.
Sch. Evelyn M. Goulart, via Boston.

Sailed.

Sch. St. Peter, dragging.
Sch. St. Providence II., dragging.
Sch. St. Rosalie, dragging.
Sch. St. John, dragging.
Boat Antonina, dragging.
Sch. Dorcas, dragging.
Sch. Hope Leslie, dragging.

On the Railways.

Boat C5530 is on Parkhurst's railways.

LOTS OF FISH AT BOSTON PIER

**TWENTY-NINE ARRIVALS THIS
MORNING HAVE ABOUT 1,350,-
000 POUNDS.**

Another big supply was offered the dealers at the Boston fish pier this morning. Twenty-nine vessels were on hand, many of them with large fares. Total receipts were 1,180,000 pounds of groundfish, 160,000 pounds of mixed fish and two small lots of halibut that aggregated 2400 pounds. Market was firm. Haddock sold at \$4.50 to \$5; large cod, \$5.50; markets, \$4.

Boston Arrivals and Receipts.

The arrivals and fares in detail:

Str. Dartmouth, 70,000 haddock, 10,000 cod, 23,000 mixed fish.
Str. Gemma, 70,000 haddock, 18,000 cod, 20,000 mixed fish.
Str. Fish Hawk, 80,000 haddock, 14,000 cod, 10,000 mixed fish.
Str. Lois M. Winslow, 42,000 haddock, 4000 cod, 20,000 mixed fish.
Str. Gelda, 105,000 haddock, 14,000 cod, 10,000 mixed fish.
Str. Princeton, 35,000 haddock, 5500 cod, 7000 mixed fish.
Str. Tern, 62,000 haddock, 8500 cod, 1700 mixed fish.
Str. Surf, 31,000 haddock, 5000 cod, 16,000 mixed fish.
Str. Flow, 45,000 haddock, 6000 cod, 23,000 mixed fish.
Sch. John Mantia, 42,000 haddock, 150 cod, 800 mixed fish.
Boat Bettina, 38,000 haddock, 2000 cod, 2500 sole.
Sch. Raymonde, 23,000 haddock, 10,000 cod, 2000 mixed fish.
Sch. Geraldine and Phyllis, 15,000 mixed fish.
Sch. Vagabond, 37,000 haddock, 1000 cod, 2000 mixed fish.
Sch. Progress, 22,000 haddock, 2500 cod, 2500 hake.
Sch. Marjorie Parker, 22,000 haddock, 1000 cod.
Sch. Gertrude DeCosta, 46,000 haddock, 23,000 cod, 8000 cusk.
Sch. Grand Marshal, 45,000 haddock, 16,000 cod, 10,000 hake.
Sch. Dawn, 52,000 haddock, 11,000 cod, 5000 cusk, 1200 halibut.
Sch. Mary E. O'Hara, 35,000 haddock, 6000 cod, 4000 cusk, 1200 halibut.
Sch. Adventure, 40,000 haddock, 5000 cod, 11,000 hake, 3000 cusk.
Sch. J. M. Marshall, 25,000 haddock, 25,000 cod.
Boat Maria D. S., 4800 mixed fish.
Boat Ethel, 2900 mixed fish.
Str. Famiglia, 1700 mixed fish.
Boat Anna Guarino, 2700 mixed fish.
Boat Eddie and Lulu M., 5500 mixed fish.
Boat Sarah M., 3300 mixed fish.
Haddock, \$4.50 to \$5 per cwt.; large cod, \$5.50; market cod, \$4; hake, \$4; pollock, \$4 to \$5; cusk, \$4; gray sole, 10 to 11 1-2 cents per lb.; lemon sole, 13 cents; black backs, 6 cents; yellow tails, 3 cents to 4 cents; redfish, 3 cents; catfish, 6 cents.

ONLY NINE AT BOSTON TODAY

**RECEIPTS DROP TO 300,000 LBS.
AS MARKET STRENGTHENS
THIS MORNING.**

A fleet of nine was in the dock at the Boston fish pier this morning and one of them, sch. Grace and Evelyn, brought her fare to Gloucester. Total receipts were 234,000 pounds of groundfish and 61,000 pounds of mixed fish.

The market was stronger and prices higher. Haddock opened at \$5.50 to \$6; large cod, \$5 to \$5.50, and markets, \$4.50 to \$5.

Boston Arrivals and Receipts.

The arrivals and fares in detail:

Str. Comber, 40,000 haddock, 3200 cod, 35,000 mixed fish.
Str. Billow, 32,000 haddock, 3500 cod, 22,000 mixed fish.
Str. Wild Goose, 35,000 haddock, 8000 cod.
Sch. Colleen, 18,000 haddock, 3000 mixed fish.
Boat Lincoln, 8000 haddock, 1000 mixed fish.
Boat Mayo IV., 9000 haddock.
Sch. Grace and Evelyn, 25,000 haddock (went to Gloucester.)
Sch. Mary P. Goulart, 34,000 haddock.
Sch. Squanto, 35,000 haddock, 8000 cod, 1000 pollock.
Haddock, \$5.50 to \$6 per cwt.; large cod, \$5 to \$5.50; market cod, \$4.50 to \$5; hake, \$4; pollock, \$4.25 to \$4.50; cusk, \$3 to \$4; gray sole, 8 1-4 cents per lb.; black backs, 6 cents; yellow tails, 3 cents; dabs, 2 cents; tongues and cheeks, 12 cents; catfish, 6 cents.

Smelt Fishing

Maine smelt villages are located on the ice of tidal rivers or near the heads of bays and estuaries. The little fish swarm in on the flood tides. Some of the largest smelt villages are at Biddeford and Saco on the Saco River eight miles from the sea but over tide waters; at Stroudwater, a suburb of Portland on the Stroudwater River; at Bath and Winnegance, on the Kennebec; at Wiscasset, on the Wiscasset River; at Waldoboro, on the Medomak; around Penobscot Bay and on the eastern coast.

The shacks are heated by oil stoves or small airtight wood burners. Lanterns furnish light and a few this winter are equipped with radio to help while away evening hours. Much fishing is done on the night floods when the smelts seem to bite more avidly. This winter the fish are running large, from eight to ten and 12 inches, many of them weighing half a pound or more. They are bringing 50 cents in the retail markets while the smaller sizes are 35 cents a pound.

There are records of more than 200 pounds catch by one fisherman on a single tide. —Fishing Gazette.

LOCAL DRAGGER WITH DRIVE SHAFT GONE BATTLES GALE

TWO ARRIVALS SINCE YESTERDAY

OFF-SHORE DRAGGER LANDS FARE AT GENERAL SEAFOODS TODAY.

Only two of the flounder fleet landed fares here this forenoon, one of them coming from off-shore with 25,000 pounds to fillet at the General Seafoods corporation. A few of the gill netters lifted yesterday, the highest fare being taken out by the Edna Fae.

Gloucester Arrivals and Receipts.

The arrivals and fares in detail:

Sch. Grace and Evelyn, dragging, 25,000 lbs. fresh fish.

Boat Catherine C., trawling, 2500 lbs. fresh fish.

Sch. J. M. Marshall, via Boston.

Sch. Ruth and Margaret, via Boston.

Boat Leretha, dragging, (returned).

Sch. Raymonde, via Boston.

Yesterday's Gill Net Receipts.

Boat Alicia, 2000 lbs. fresh fish.

Boat Liboria C., 1500 lbs. fresh fish.

Boat Edna Fae, 6000 lbs. fresh fish.

Boat Elizabeth and James, 2500 lbs. fresh fish.

Boat Nashawena, 1800 lbs. fresh fish.

Sailed.

Sch. William L. Putnam, dragging.

Sch. Governor Fuller, dragging.

Sch. Amelia M. Pereira, dragging.

Sch. Evelina M. Goulart, dragging.

Sch. Dorothy M., shore.

Sch. A. Piatt Andrew, shore.

Sch. Constellation, haddocking.

On the Railways.

Sch. Ruth and Margaret is on Parkhurst's railways.

Ready to Sail.

The new dragger Babe Sears, launched recently at Essex, is nearly fitted for sea, and will probably make her maiden trip early next week.

Leretha Disabled on Georges Has Harrowing Time---Crew Chop Ice--- Towed In By Coast Guard

Battered and damaged by a terrific battle with a 60-mile gale encountered Sunday off of the Highlands, the local flounder dragger Leretha, owned by Captains Reuben Cameron and John Morash, and commanded temporarily by Capt. John Barnes, came slowly into the harbor late last night in tow of the 125-foot off-shore patrol boat General Green, her crew of 11 men and a boy, considering themselves lucky to be alive.

The Leretha wallowing in the hurricane and blizzard of Sunday, her engine crippled, badly iced up, and washed repeatedly by heavy seas, unable to keep on any kind of a course, due to the breaking of her drive shaft.

Boarded in the harbor by the Times' reporter, last night, when she was being towed from the Pancake ground by a 75-foot destroyer which picked her up after the General Greene had let go of her tow line, Capt. Barnes stated repeatedly against her own experience, and against the low temperature causing the water to freeze as fast as it fell. Soon the craft took on a ghostly shape, her hull shrouded in white nearly two feet thick, and her rigging as large as a small sapling.

The pilot house resembled an Eskimo igloo, while windows were encased in a solid mass of ice, so that it was necessary for the crew to chop one of them free and keep it open, in order that Capt. Barnes could see a course ahead of him.

All day Sunday the craft drifted with not even a sign of a ship in the offing. When darkness came and the storm had abated considerably, it still found the Leretha, weighted so heavy with ice that the crew had to get out the axes and bars and chop it free, while tossing helplessly around somewhere on Georges.

Foresail Rendered Useless.

The foreboom had cracked and become broken on the end, rendering the foresail useless, and with only the small riding sail to hold her up the Leretha was an almost hopeless picture when daylight came Monday morning.

The crew had pretty well chopped her free of ice by this time, but her deck was a sorrowful sight. Flounder drags were hopelessly tangled on both sides, and many of the glass floats were broken. The doors of the pilot

house were sealed tight with ice, and the crew had to chop these open before Capt. Barnes, who stood at the wheel all of the time, could get on deck to take his bearings.

With her flag flying union down in the rigging, Monday, a beam trawler out of Boston, and a dragger passed some distance away. Capt. Barnes told the reporter, but for some reason or other the fishermen kept on their way.

Monday night still found the Leretha drifting, this time in a flat calm, but a 7.30 yesterday morning the destroyer Wainwright, cruising on Georges came across the Leretha and steamed in her direction.

Headed for Home.

A towline was passed to the Leretha and the long tow for home started.

Despite the fact that the craft was adrift Sunday and Monday, she had apparently not drifted far from where she broke her shaft, for when the Wainwright made a line fast to her, the Leretha was about 45 miles from

WITH THE ELEMENTS

Bearing the earmarks of a losing participant in a stiff fight against a howling gale, the local flounder dragger Geraldine and Phyllis, crept into the harbor at Boston yesterday afternoon, tying up at the Fish Pier, with a small fare of fresh fish, her trip cut short by a heavy sea which swept everything movable from her deck.

Capt. Dorey said last night it was a tough racket while it lasted, and it lasted plenty long enough to suit him. The dragger was fishing on Georges Sunday, and because of the storm, had been home too until the storm abated somewhat.

A high wave broke over her starboard quarter, rushed aft with heavy force, and carried everything not fastened down with it. Windows were smashed in the pilot house, which was flooded with water, the match board partition separating the skippers' quarters from the wheel was battered down, and the helmsman at the time was cut by flying glass driven inward by the rush of heavy water.

The only thing to do was to turn back and the dragger came home with a broken trip. Repairs will be made at Boston and the trip resumed from that port.

SHOES \$1.00

\$1.00

\$2.00

SHOES \$2.00

one, and each year the number of shoes is becoming scarcer, in spite of the protective laws of the state and what is being done in propagation.